

Attachment B

Minutes from the UpState RailConnect Committee Meetings

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

Trinity Public Utility District Conference Room
26 Ponderosa
Weaverville, CA
11:00 AM-2:00 PM

November 14, 2012 Minutes

1. Introductions

Committee Members Present: City of Eureka Councilmember Lance Madsen, Councilmember Mike Newman; County of Humboldt Supervisor Rex Bohn; County of Trinity Supervisor-elect John Fenley, CAO Wendy Tyler; County of Tehama Supervisor-elect Steve Chamblin, CAO Bill Goodwin; and Upstate California Economic Development Council General Manager Alison O'Sullivan.

Committee Members Absent: Humboldt County Supervisor Clif Clendenen; Trinity County Supervisor Debra Chapman; Upstate California Economic Development Council Board President Brynda Stranix

Staff: Eureka City Manager David Tyson; Humboldt County CAO Phillip Smith-Hanes; David Hull

Public: Larry Glass

2. Purpose of Meeting – Kickoff/Organizational Meeting

3. Review of Agenda

4. Role of *UpState RailConnect Committee*

The Committee agreed that the role of the *UpState RailConnect Committee* is to:

- a) Conduct public outreach and develop the scope of work for the feasibility study
- b) Obtain funding for the feasibility study
- c) Retain a consultant to complete the feasibility study
- d) Oversee consultant activities
- e) If feasible, the Committee will use feasibility study results to identify capital and investors

5. *UpState RailConnect Committee* Organization Discussion

- a. **Chair:** Bill Goodwin moved that Lance Madsen be Chair and point of contact and Rex Bohn be Vice-Chair. Motion seconded by John Fenley. Motion carried unanimously.
- b. **Notices/Media Release Protocol:** The Committee agreed that the Chair would review all notices and media releases prior to release. It was also agreed that all draft

media releases would also be circulated to Committee members prior to release. It was further agreed that David Hull would act as staff to the Committee by arranging meetings, drafting agendas and other Committee needs as directed by the Chair and Committee members. All members agreed to send Hull their lists of media contacts and Hull was directed to create a media release based on this meeting.

- c. **Public Involvement in Meetings:** The Committee members agreed that this committee would operate in as open and transparent a process as possible including 72 hour public notice posted at all member jurisdictions noticing each meeting.
- d. **Committee Funding and Uses of Eureka CDBG Grant:** David Tyson reported that the City of Eureka had obtained a \$25,000 CDBG Planning and Technical Assistance grant. The intended use of this PTA grant will be to develop one or more applications and ultimately acquire grant funds to initiate the Feasibility Study. Specifically, PTA funds for this Project will be used for:
 - Identification of potential grant source(s)
 - Gathering of information necessary to prepare a competitive grant application
 - Identification of match funding sources (if necessary)
 - Preparation of grant application(s) and their submittal
 - Travel/Committee expenses
 - Presentation and application preparation supplies
 - Meeting attendance
 - Making presentations
- e. **How to Handle Requests for Additional Committee Members:** The Committee members felt that the *UpState RailConnect Committee* was already big enough with five member agencies with 10 agency representatives. The Committee outlined potential methods to deal with requests for additional committee members that included the other agencies feeding input through a member agency, or entering input through public comment, or feeding input to the Committee through the non-profit organization, the Land Bridge Alliance. It was also discussed that there may be a need for technical support and review where other agencies, such as the North State Super Region or regional transportation agencies could function as a "Technical Advisory Committee".
- f. **Consideration of Process for Private Contributions to Study**
 - i. **Role of Landbridge Alliance:** Chair Madsen made a brief presentation on the role and purpose of the Land Bridge Alliance in obtaining private donations to be used for the feasibility study or other alternative rail educational and research purposes. The Committee also discussed utilizing the Land Bridge Alliance's website to make presentations and information on the feasibility study process available. It was noted that the City of Eureka's website has, and is, being used to house information regarding the Alternative Rail Route Feasibility Study.

- ii. **Response to Requests to Donate:** The Committee agreed that any requests to donate private funds to the Alternative Rail Route Feasibility Study process would be handled by the Land Bridge Alliance.
- iii. **Conditions on Private Donations:** The Committee agreed that any private donor to the Alternative Rail Route Feasibility Study would be notified of the following list of conditions associated with that donation prior to the donation:
 - Regardless of the source of funds, the Alternative Rail Route Feasibility Study will be a "public" process
 - There are no preconceived outcomes of the study
 - There are no preconceived outcomes for those making private donations
 - Private funding sources can privately fund their own study but if they want the benefit of the *UpState RailConnect Committee* process, then they will need to understand that this is a public process
 - Private donations to the Alternative Rail Route Feasibility Study will be made through the Land Bridge Alliance
 - Private donations to the Alternative Rail Route Feasibility Study made to the Land Bridge Alliance can be either listed anonymously or by name as requested by those making the donation.

6. **Discussion on Potential Funding Sources:** The Committee discussed the potential for several funding sources to be explored including:

- Private donations
- MAP-21 Grants
- HCD CDBG Planning and Technical Grants
- USDA
- US Department of Commerce – Economic Development Administration Grants
- CalTrans Transportation Planning Grants
- Headwaters Community Investment Fund Grants
- Combinations of the above

7. **Discussion on the Draft Scope of Work:** The Committee discussed the following as draft elements of a draft scope of work for the feasibility study:

- Identification of a proposed route and alternatives
- Identification of land ownerships
- Economic benefit to the entire rail corridor
 - Assessment of market potential
 - Assessment of indirect benefactors
 - Assessment of impact to ports
- A conceptual development plan that will include:
 - Ownership/governance of the rail line
 - Prelim engineering
 - Highway/port connectors/potential stops/spurs along the route

- Outline of national security issues
- Additional uses of the corridor (fiber optic, trail, water, etc)
- Estimated permitting needs
- Estimated environmental issues and mitigations
- Estimated development costs and timelines

a. **Discussion on Public Outreach/Input Process:** The Committee discussed the need to have each member agency represented on the Committee craft a public outreach process for their community that would allow the public to feed input into the development of a scope of work.

8. **Task Assignments:** The committee agreed to the following tasks in preparation for the next Committee meeting:

- Each member agency represented on the Committee will craft a draft public outreach process for their community that would allow the public to feed input into the development of a scope of work
- Each member agency represented on the Committee will discuss with their agency the potential to share in a CDBG Planning and Technical Grant (\$100K each)
- Each member agency on the Committee will send David Hull a list of their media contacts for use in regional media releases
- Ask North State Super Region if they are interested in fulfilling the role of Technical Advisory Committee
- Put info on a website (either Land Bridge Alliance or City of Eureka, or both)

9. **Other:** None

10. **Next Meeting:** Next meeting was set for January 18, 2013 from 10 AM – 1 PM at the Trinity Public Utility District Conference Room; 26 Ponderosa, Weaverville, CA

11. Meeting adjourned 1:55PM

Approved: Motion Goodwin/Second O'Sullivan. Unanimously approved 1-18-2013



Lance Madsen, Chair

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

**Trinity Public Utility District Conference Room
26 Ponderosa
Weaverville, CA
11:00 AM-2:00 PM**

January 18, 2013 Minutes

1. Introductions

Committee Members Present: City of Eureka Councilmember Lance Madsen; County of Humboldt Supervisor Rex Bohn; Trinity County Supervisor Debra Chapman; Tehama County CAO Bill Goodwin; and Upstate California Economic Development Council General Manager Alison O'Sullivan.

Committee Members Absent: Councilmember Mike Newman; County of Trinity Supervisor John Fenley; CAO Wendy Tyler; County of Tehama Supervisor Steve Chamblin; Upstate California Economic Development Council Board President Brynda Stranix

Staff: David Hull

Public: David Tyson; Judy Harrison; Nick Angeloff; Larry Glass

2. Public Comment: None

3. Review of Agenda

Chair Madsen moved "Item 10. Other" to agenda up to agenda item number 5.

4. Approval of minutes from November 14, 2012 meeting

Motion Goodwin/Second O'Sullivan to approve November 14, 2012 meeting minutes. Motion carried without dissent.

5. Other

- a. David Hull showed a draft of an updated two-page flyer and asked the committee now that David Tyson is not City Manager and project lead, who should be on the flyer as contact. The Committee agreed that Chair Lance Madsen should be listed on the flyer.
- b. David Hull noted that since the last meeting, two additional support letters have been received. These are from Sierra Pacific Industries and the Humboldt Cattlemen's Association.

- c. Chair Madsen introduced Judy Harrison of the City of Eureka's economic development staff. They both described the recent Northern California Economic Forecast Conference and the opportunity that was presented for David Hull, Chair Madsen and Nick Angeloff to promote the Feasibility Study and Humboldt's harbor. The Feasibility Study was well received at two of the breakout sessions.
- d. Bill Goodwin noted that he recently had a meeting with Senator Boxer's staff on another issue but stated that the Senator's staff had heard of the Feasibility Study effort and was interested in more information.
- e. David Hull noted that the Draft State Rail Plan will be available for review starting February 8, 2013.
- f. Supervisor Chapman noted that a special meeting of the rural USDA group would be in Trinity County on January 28-30 and asked that she get some Feasibility Study materials in case the opportunity presents itself for feasibility study funding.
- g. Supervisor Bohn asked Larry Glass about any concerns he may have with the feasibility study. Mr. Glass responded that he will be attending these meetings and relaying information to such groups as the Northcoast Environmental Center, Environmental Protection Information Center and other environmental groups. He stated that the environmental groups will want to be sure and monitor the Committees work so they can be involved in the process to address concerns earlier rather than later.

6. Presentation by Chairman Masten of Hupa Tribe and Nick Angeloff Director of Economic Development for the Blue Lake Rancheria on behalf of the Northern California Tribal Chair Association regarding Committee membership

Chair Masten was unable to attend so a presentation was made by Nick Angeloff, representing the Northern California Tribal Chairmen's Association (NCTCA) requesting membership on the UpState RailConnect Committee. Mr. Angeloff explained that his Association had member tribes on the coast and in the Sacramento valley. Mr. Angeloff explained that the Wiyot tribe had actually been the first organization to support the concept of a feasibility study for an east-west rail line. He also noted that membership of the NCTCA could allow expanded access to federal funding, capital funding, grants and legislative support.

Motion Chapman/Second Bohn to approve membership of the NCTCA on the Upstate RailConnect Committee. Motion carried without dissent.

Committee Staff David Hull was asked to forward a copy of the UpState RailConnect Committee Memorandum of Agreement to the NCTCA for their action.

7. Discussion on Potential Funding Sources

- a. **Public Sources:** David Hull described the list and progress made on exploring public sources of feasibility study funding as follows:

- **MAP-21 Grants** – David Hull and Trinity County reps are following up on this through USFS.
- **HCD CDBG Planning and Technical Grants** – Several months ago, the concept of partnering between the three counties to fund an equal share of the feasibility study through this funding source was discussed. Discussion at this meeting softened the idea somewhat based upon Trinity County's concerns over using the funding opportunity for this project.

- **USDA** – Research in progress
- **US Department of Commerce – Economic Development Administration Grants** – Research in progress
- **CalTrans Transportation Planning Grants** – Grant app due April 2 – funding ~ July 2013
- **Headwaters Community Investment Fund Grants**- Research in progress
- It was also discussed that the ultimate funding source may be a combination of the above. No new sources were discussed.

b. Private Sources: Chair Madsen and David Tyson led the discussion on potential private sources by describing the role and activities of the non-profit "Land Bridge Alliance" (LBA) as described in detail at the November 14, 2012 RailConnect meeting. It was reported that LBA is developing a list of potential donors and discussed and accepted the conditions of private donations agreed upon by the Upstate RailConnect Committee at the November 14, 2012 meeting. It was also noted that it would be desirable to have an LBA Board member from Trinity and Tehama County and to forward anyone interested to Chair Madsen.

The Committee then brainstormed other potential private funding sources from agriculture, timber, and industrial organizations. Alison O'Sullivan and Bill Goodwin agreed to develop a list of potential donors from the Sacramento valley area. Supervisor Bohn, Chair Madsen and David Tyson agreed to further explore potential private donors on the coast side.

8. Discussion on the Draft Scope of Work

The Committee discussed the draft Scope of Work developed at the November 2012 meeting and edited it to read as follows:

- Identification of a proposed route and alternatives
- Identification of land ownerships
- **Assessment of economic benefit of a connection to the national rail system (new)**
 - Assessment of market potential
 - **Assessment of community an socioeconomic benefits along the proposed route (new)**
 - Assessment of impact to ports
- A conceptual development plan that will include:
 - Ownership/governance of the rail line
 - Prelim engineering
 - Highway/port connectors/potential stops/spurs along the route
 - Outline of national security issues
 - Additional uses of the corridor (fiber optic, trail, water, etc)
 - Estimated permitting needs
 - Estimated environmental issues and mitigations
 - Estimated development costs and timelines

9. Discussion on Public Outreach/Input Process and Timelines in each Jurisdiction

The Committee discussed the need to have each member agency represented on the Committee craft a public outreach process for their community that would allow the public to feed input into the development of a scope of work. The Committee discussed the needs for this public outreach before and during the feasibility study. This discussion resulted in the following:

Prior to the Feasibility Study:

- i. Schedule a presentation to the communities of Southern Trinity and Hayfork. At these meetings RailConnect Staff and Committee members can explain the concept of the feasibility study and note any questions or concerns for inclusion into the Scope of Work.
- ii. Add into the Request for Proposals for a consultant to conduct the feasibility study time for outreach/public meetings as follows:

Humboldt/Eureka: 5 public meetings

Trinity County: 9 public meetings

Tehama County: 3 public meetings

Tribal (NCTCA): 3 public meetings

It was agreed that the Upstate RailConnect staff and member agencies would conduct the pre-feasibility study outreach and the consultant teams would conduct presentations of the preliminary findings and final presentations in each member agencies territory.

10. Task Assignments: The committee agreed to the following tasks in preparation for the next Committee meeting:

- Nick Angeloff to get MOA signed by NCTCA
- Alison O'Sullivan to work with Bill Goodwin on presentations to Prather Ranch, Gazelle Ranch and Dudley Construction.
- All members to forward interested potential donors to Chair Madsen.
- Judy Harrison to develop draft of a word-picture for fundraising use
- Supervisor Chapman to meet with USDA reps regarding possible feasibility study funding
- Bill Goodwin and Supervisor Chapman to forward names of interested potential members of East-West Rail Advocates and Land Bridge Alliance.

11. Other: None

12. **Next Meeting:** Next meeting was set for February 15, 2013 from 10 AM – 1 PM at the Trinity Public Utility District Conference Room; 26 Ponderosa, Weaverville, CA

13. Meeting adjourned 1:23PM

Approved:



Lance Madsen, Chair

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

Trinity Public Utility District Conference Room
26 Ponderosa
Weaverville, CA
11:00 AM-2:00 PM

February 15, 2013 Minutes

1. Introductions

Committee Members Present: City of Eureka Councilmember Lance Madsen; Tehama County Supervisor Steve Chamblin; and Northern California Tribal Chairmen's Association representative Nick Angeloff.

Committee Members Absent: County of Humboldt Supervisor Rex Bohn; Trinity County Supervisor Debra Chapman; Eureka Councilmember Mike Newman; County of Trinity Supervisor John Fenley; CAO Wendy Tyler; Upstate California Economic Development Council Board President Brynda Stranix; Upstate California Economic Development Council General Manager Alison O'Sullivan; Tehama County CAO Bill Goodwin.

Staff: David Hull

Public: David Tyson; Larry Glass

2. Public Comment: None

3. Review of Agenda

Nick Angeloff moved for approval of the agenda; Supervisor Chamblin seconded the motion. Motion carried without dissent.

4. Approval of minutes from January 18, 2013 meeting

Nick Angeloff moved for approval of the January 18, 2013 minutes; Lance Madsen seconded the motion. Motion carried without dissent.

5. Discussion on Potential Funding Sources

a. **Public Sources:** David Hull described the list and progress made on exploring public sources of feasibility study funding as follows:

- **MAP-21 Grants** – David Hull noted that Trinity County Supervisor and RailConnect Committee member Debra Chapman made contact with USDA representative. David Hull will follow up and get a de-brief from her on the results of that meeting. Nick Angeloff noted that funding through the tribal portion of MAP-21 will be competitive.

- **US Department of Commerce – Economic Development Administration Grants** – Research in progress
- **CalTrans Transportation Planning Grants** – Grant app due April 2 – funding ~ July 2013
- **Headwaters Community Investment Fund Grants**- Research in progress
- It was also discussed that the ultimate funding source may be a combination of the above. No new sources were discussed.

b. Private Sources: David Tyson, Chair of the Land Bridge Alliance (LBA), reported that this group is developing an information base and collateral materials for use in project education and outreach. The LBA is now available to provide information and make presentations. It was reported that LBA has now developed an initial list of potential donors and has begun soliciting private contributions to be used in funding the Alternative Rail Route Feasibility Study. It was also emphasized that it is desirable to have an LBA Board member from Trinity and Tehama County. Anyone interested in filling these positions should contact David Tyson.

The Committee then continued to brainstorm on additional potential private donors. Supervisor Chamblin agreed to assist in creating a potential list in the Sacramento valley.

6. Discussion on the Draft Scope of Work

No additional changes to the Scope of Work were made. The draft Scope of Work stands as follows:

- Identification of a proposed route and alternatives
- Identification of land ownerships
- Assessment of economic benefit of a connection to the national rail system
 - Assessment of market potential
 - Assessment of community and socioeconomic benefits along the proposed route
 - Assessment of impact to ports
- A conceptual development plan that will include:
 - Ownership/governance of the rail line
 - Prelim engineering
 - Highway/port connectors/potential stops/spurs along the route
 - Outline of national security issues
 - Additional uses of the corridor (fiber optic, trail, water, passenger, etc)
 - Estimated permitting needs
 - Estimated environmental issues and mitigations
 - Estimated development costs and timelines

7. Discussion on Public Outreach/Input Process and Timelines in each Jurisdiction

No changes were made to the draft outreach process. The draft outreach process stands as:

Prior to the Feasibility Study:

- i. Schedule a presentation to the communities of Southern Trinity and Hayfork. At these meetings RailConnect Staff and Committee members can explain the concept of the feasibility study and note any questions or concerns for inclusion into the Scope of Work.
- ii. Add into the Request for Proposals for a consultant to conduct the feasibility study time for outreach/public meetings as follows:

Humboldt/Eureka: 5 public meetings

Trinity County: 9 public meetings

Tehama County: 3 public meetings

Tribal (NCTCA): 3 public meetings

It was previously agreed that the Upstate RailConnect staff and member agencies would conduct the pre-feasibility study outreach and the consultant teams would conduct presentations of the preliminary findings and final presentations in each member agencies territory.

8. Reports:

- i. **Staff:** David Hull reported that the comment period on the State Rail Plan ends on March 11. While the draft State Rail Plan recommends that one of the State's objectives is to connect every seaport to the national rail network, the Alternative Rail Route Feasibility study is not specifically mentioned. Comments will be prepared and submitted.
- ii. **Humboldt/Eureka:** Chair Madsen reported that the Humboldt Bay Harbor District has approved a support letter to be addressed to the UpState RailConnect Committee. Chair Madsen read the draft letter to the Committee and read a draft response. Committee made no changes to the response letter.
- iii. **Trinity:** No report
- iv. **Tehama:** Supervisor Chamblin discussed the slide show presentation generally used and provided comments on tailoring it for use in the Sacramento valley.
- v. **Upstate California Economic Development Council:** No report
- vi. **Northern California Tribal Chairmen's Association:** Nick Angeloff reported that he will be a contact for the NCTCA and that he will reach out to other NCTCA members in the Sacramento valley to schedule a presentation on the Alternative Rail Route Feasibility Study.

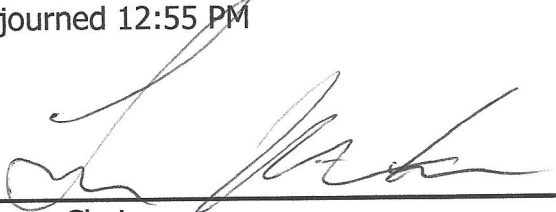
9. **Task Assignments/Other:** The committee agreed the following tasks would be carried over from the last meeting:

- Nick Angeloff to get MOA signed by NCTCA and follow up with NCTCA members in the Sacramento valley to schedule a presentation.
- Alison O'Sullivan to work with Bill Goodwin on presentations to Prather Ranch, Gazelle Ranch and Dudley Construction.
- All members to forward interested potential donors to Chair Madsen.
- Judy Harrison to develop draft of a word-picture for fundraising use
- Bill Goodwin and Supervisor Chapman to forward names of interested potential members of East-West Rail Advocates and Land Bridge Alliance.
- Supervisor Chamblin agreed to make a list of potential donors and businesses, organizations or agencies that he thinks may benefit from a presentation of the Alternative Rail Route Feasibility Study.

10. **Next Meeting:** Next meeting was set for to be a telephonic meeting to be set for 10:00 AM, March 21, 2013. Call-in information is to be provided along with the agenda.

11. Meeting adjourned 12:55 PM

Approved:



Lance Madsen, Chair

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

**March 21, 2013
Minutes**

***Meeting held telephonically, as per Subsection 54953 (b) of the
Government Code Via Teleconference***

Teleconference locations

727 Oak Street, 2nd floor, Room 203 (Red Bank Room), Red Bluff, CA

531 K Street, Mayor's Office, Eureka, CA

11 Court Street, Room 230, Weaverville, CA

406 Wildwood Avenue Rio Dell, CA

1. Introductions

Committee Members Present: City of Eureka Councilmember Lance Madsen and Councilmember Mike Newman; Tehama County Supervisor Steve Chamblin; Trinity County Supervisor Debra Chapman and CAO Wendy Tyler; Upstate California Economic Development Council General Manager Alison O'Sullivan; and Northern California Tribal Chairmen's Association representative Nick Angeloff.

Committee Members Absent: County of Humboldt Supervisor Rex Bohn; County of Trinity Supervisor John Fenley; Upstate California Economic Development Council Board President Brynda Stranix; Tehama County CAO Bill Goodwin.

Staff: David Hull

Public: David Tyson; Larry Glass

2. Public Comment: None

3. Review of Agenda

No changes

4. Approval of minutes from February 15, 2013 meeting

Nick Angeloff moved for approval of the February 15, 2013 minutes; Supervisor Chamblin seconded the motion. Roll Call Vote:

Ayes: Madsen; Newman, Chamblin, Chapman; Angeloff

Noes:

Abstain: Alison O'Sullivan and Supervisor Chapman

5. Discussion on Potential Funding Sources

a. **Public Sources:** David Hull described the list and progress made on exploring public sources of feasibility study funding as follows:

- **MAP-21 Grants** – After the February 15, 2013 UpState RailConnect Committee meeting, Chair Madsen and David Hull met with Supervisor Chapman to discuss Supervisor Chapman's recent meetings with representatives from USDA which included the potential use of MAP-21 funds for the Feasibility Study. It was reported that those conversations are ongoing.
- **CalTrans Transportation Planning Grants** – David Hull reported that he is preparing the 2013/14 CalTrans Transportation Planning grant application and suggested that the City of Eureka be the applicant and the Upstate California Economic Development Council be the sub-applicant. David Hull asked for any comments or thoughts regarding this proposal. The UpState RailConnect Committee members discussed and agreed with this proposal. The application Grant application is due April 2, 2013.

b. **Private Sources:**

- **Land Bridge Alliance Update:** David Tyson, Chair of the Land Bridge Alliance (LBA), reported on LBA activities since the last UpState RailConnect Committee meeting. David Tyson noted that LBA was established to assist with public outreach and education and to generate private funding for the Alternative Rail Route Feasibility Study. He noted that several of the LBA members have been actively soliciting donations for the study and that LBA has raised approximately \$20,000 to-date. He also reported that during the previous weekend LBA hosted an informational booth at the Redwood Region Logging Conference at the Redwood Acres Fairground in Eureka, CA. He estimated that 400-500 people came through the booth during the three days of the event with 170 signing a petition in favor of conducting the feasibility study. With the overwhelming success of this form of project education and outreach, he asked the UpState RailConnect Committee members to let him know of similar events in their communities.
- **Trinity-Tehama Outreach:** It was discussed that at the last UpState RailConnect Committee meeting that there were several opportunities to present the feasibility study concept with various audiences. Supervisor Chamblin noted that he was doing some outreach to the Farm Bureau, Rotary Club and others that are interested in hearing more about the study. Supervisor Chamblin noted that he will continue his effort at scheduling as many of these presentations together as possible to maximize the effort to travel to Tehama County. Supervisor Chapman recommended that Supervisor Fenley be contacted to assist with scheduling presentations in southern Trinity County such as the Hayfork Rotary and the Ruth Lake Summer Fest.

6. Discussion on the Draft Scope of Work

No additional changes to the Scope of Work were made. The draft Scope of Work continues to stand as follows:

- Identification of a proposed route and alternatives
- Identification of land ownerships
- Assessment of economic benefit of a connection to the national rail system
 - Assessment of market potential
 - Assessment of community and socioeconomic benefits along the proposed route
 - Assessment of impact to ports
- A conceptual development plan that will include:
 - Ownership/governance of the rail line
 - Prelim engineering
 - Highway/port connectors/potential stops/spurs along the route
 - Outline of national security issues
 - Additional uses of the corridor (fiber optic, trail, water, passenger, etc)
 - Estimated permitting needs
 - Estimated environmental issues and mitigations
 - Estimated development costs and timelines

7. Discussion on Public Outreach/Input Process and Timelines in each Jurisdiction

It was discussed that there should continue to be some attempt to schedule a presentation in Southern Trinity and Hayfork and that Supervisor Fenley should be contacted to assist in coordinating the dates and locations.

It was also discussed that outreach in Humboldt County have been made through several presentations to various local organizations and through guest editorials called "My Word" in the Times-Standard newspaper.

It was also noted that it would be handy to have a one-page directory to all of the websites that contain information related to the feasibility study. To-date, information can be found on the City of Eureka's website (see button on home page) and on the Land Bridge Alliance website.

No other changes were made to the draft outreach process at this meeting. The draft outreach process stands as:

- Add into the Request for Proposals for a consultant to conduct the feasibility study time for outreach/public meetings as follows:
 - a. Humboldt/Eureka: 5 public meetings
 - b. Trinity County: 9 public meetings
 - c. Tehama County: 3 public meetings
 - d. Upstate California Economic Development Council: 3 public meetings
 - e. Tribal (NCTCA): 3 public meetings

8. Reports:

- a. **Staff:** David Hull reported that UpState RailConnect Committee comments to the State Rail Plan were submitted asking for the inclusion of the Alternative Rail Route Feasibility Study in the final rail plan. It was noted that the draft State Rail Plan was already helpful as it states that one of the objectives of the State Rail Plan is to connect each deep water seaport in California to the national rail system.
- b. **Humboldt/Eureka:** Chair Madsen discussed his response (included in the meeting packet) to a Humboldt Bay Harbor District letter detailed at the last UpState RailConnect Committee meeting. Chair Madsen also reported that the Harbor District is apparently going to conduct their own minimally funded (~\$20,000) feasibility study with no coordination with the Upstate RailConnect Committee.
- c. **Trinity:** No report
- d. **Tehama:** Supervisor Chamblin reported that everything he has heard about the proposed study is positive and that having the Tribal Chairs Association on the Committee is a good thing.
- e. **Upstate California Economic Development Council:** Alison O'Sullivan noted that she is still talking up the study at various meetings she attends throughout Northern California and that everyone is still excited. She also noted that she would also make up a list of potential presentation venues and events throughout the greater Upstate region of California.
- f. **Northern California Tribal Chairmen's Association:** Nick Angeloff reported that he will be a contact for the NCTCA and that he will reach out to the tribe that operates the Rolling Hills Casino for possible presentations.

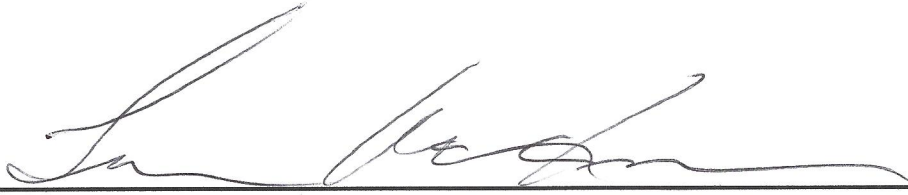
9. Task Assignments/Other: The committee agreed the following tasks would be carried over from the last meeting:

- a. All UpState RailConnect Committee members to send Chair Madsen ideas for community events and presentations so they can be scheduled with the Land Bridge Alliance.
- b. All UpState RailConnect Committee members to send Chair Madsen ideas for Land Bridge Alliance members in their communities.
- c. Supervisor Chamblin agreed to get dates, times and locations for presentations in Tehama County.
- d. Nick Angeloff will make contact with Rolling Hills casino regarding a presentation.

10. Next Meeting: It was decided that the next meeting will be held in Tehama County however, the date and time for the next meeting was left open as it will depend on when presentations can be arranged so a meeting can be held concurrent with those events.

11. **Meeting adjourned:** 11:06 AM

Approved:

A handwritten signature in black ink, appearing to read "Lance Madsen", is written over a horizontal line.

Lance Madsen, Chair

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

**May 15, 2013
Minutes**

727 Oak Street, 2nd floor, Room 203 (Red Bank Room), Red Bluff, CA

1. Introductions

Committee Members Present: City of Eureka Councilmember Lance Madsen and Councilmember Marian Brady; Tehama County Supervisor Steve Chamblin and CAO Bill Goodwin; Trinity County Supervisor John Fenley; Upstate California Economic Development Council General Manager Alison O'Sullivan; Northern California Tribal Chairmen's Association representative Nick Angeloff; Humboldt County Representative David Tyson.

Committee Members Absent: County of Humboldt Supervisor Rex Bohn; County of Trinity Supervisor Debra Chapman and CAO Wendy Tyler; Upstate California Economic Development Council Board President Brynda Stranix; Eureka Councilmember Mike Newman

Staff: David Hull

Public: Jason Randacore; Bob Martin; Monte and Debbie Provolt; Judy Harrison; Kent Sawatzky; Bert Bundy; Richard Marks

2. Public Comment: None

3. Review of Agenda

No changes

4. Approval of minutes from March 21, 2013 meeting

David Tyson moved for approval of the March 21, 2013 minutes; Alison O'Sullivan seconded the motion. Motion passed with members Fenley, Goodwin and Brady abstaining because they were not present at the March 21, 2013 meeting.

5. Receipt of the Board of Commissioners of the Humboldt Bay Harbor, Recreation and Conservation District "UPSTATE RAILCONNECT COMMITTEE MEMORANDUM OF UNDERSTANDING" entered into by Humboldt Bay Harbor, Recreation and Conservation District on April 25, 2013

Chair Madsen asked staff for a report on this item. It was reported that the Humboldt Bay Harbor, Recreation and Conservation District recently approved a Memorandum of Understanding (MOU) that was not solicited by any member Agency or sitting member of the UpState RailConnect Committee, and did not evolve from discussions by or negotiations with the RailConnect Committee membership. The MOU does not express any support for the direction of the Upstate RailConnect Committee, only states that the "purpose of this MOU is for the Harbor District to become a member" of the RailConnect Committee. It was also noted that all of the UpState RailConnect Committee member organizations approved a Memorandum of Agreement, not a Memorandum of Understanding; begging the question as to whether they actually meant the MOA or something else. Richard Marks, a sitting Harbor Commissioner, was asked if he had a presentation. He stated he was only attending to observe.

Bill Goodwin noted that the Upstate RailConnect Committee had discussed additional members at their first meeting in November 2012 and that the focus was on cities and counties and not on special districts. He noted that special districts and others were envisioned to be technical advisors on an as-needed basis but not as standing Committee members. Mr. Goodwin continued that several special districts in Tehama County may also want to join which could make the Committee too big to function. David Tyson added that all interested agencies will be involved in working with the Upstate RailConnect Committee's consultant and that the Harbor District has a role there.

Mr. Marks stated that the Harbor District has not been involved or included in the RailConnect Committee process.

Mr. Tyson noted that the Harbor District has not been involved because they have chosen not to be involved. Mr. Tyson stated that he had offered on two occasions to present information to the Harbor District only to have the Harbor District decline. Mr. Tyson also noted that the Harbor District's "MOU" does not contain the same level of commitment as the other RailConnect Committee members made when they all approved the same MOA. Mr. Tyson stated that the goal of the RailConnect Committee has always been to have a very public process and is not as the Harbor District has characterized the process today.

Nick Angeloff noted the MOA that all members approved has specifics about support for the Alternative Rail Route Feasibility Study and suggested that from the NCTCA's perspective any new members should follow the same process, not create a new process with new language as the Harbor District has done with their MOU.

Chair Madsen noted that the Upstate RailConnect Committee set criteria in the MOA that the Harbor District has not met in their MOU. Chair Madsen continued that the Harbor District is already technically represented on the RailConnect Committee by the County of Humboldt.

Bill Goodwin stated that maybe the RailConnect Committee should start thinking about the possibility of the Harbor District being a technical advisor to the RailConnect Committee process.

David Tyson noted that the only reason the City of Eureka is on the RailConnect Committee is because Eureka took the original lead on the Alternative Rail Route Feasibility Study and that the Upstate RailConnect Committee, once formed, suggested that they stay as members.

Chair Madsen suggested that although the RailConnect Committee had discussed the possibility of technical advisors, the Committee should discuss what that means at the next meeting. Mr. Goodwin agreed.

Supervisor Chamblin noted that there are lots of presentations going on this week that may need to be followed up by technical advisors or a technical advisory committee.

The RailConnect Committee requested that an item regarding a discussion on technical advisory committee be on the next RailConnect Committee meeting agenda.

6. Discussion on Potential Funding Sources

a. Public Sources: David Hull described the list and progress made on exploring public sources of feasibility study funding as follows:

- **MAP-21 Grants** – David Hull reported that he continues to explore MAP-21 as a potential source of funding for the Alternative Rail Route Feasibility Study.
- **CalTrans Transportation Planning Grants** – David Hull reported that he submitted a 2013/14 CalTrans Community Based Transportation Planning grant application prior to the April 2, 2013 deadline. Per UpState RailConnect Committee's request, the City of Eureka voted to be the grant Applicant with the Upstate California Economic Development Council as Sub-ApPLICANT thereby representing the entire potential rail corridor. Notification of award is to be this "summer" with funding to be available in February 2014.
- **RBO Grants** – Alison O'Sullivan reported on the potential of an RBO grant and agreed to pass along a link to the program to staff.

b. Private Sources:

- **Land Bridge Alliance Update:** David Tyson, Chair of the Land Bridge Alliance (LBA), handed out a LBA brochure and reiterated the purpose of LBA in education and outreach. In addition he reported that LBA has continued to do some fundraising and reported on LBA activities since the last UpState RailConnect Committee meeting. David Tyson noted that he has been doing a lot of presentations in Humboldt County. He introduced the LBA's Sacramento Valley

representative Bob Martin and noted that thanks to Mr. Martin and Supervisor Chamblin, Mr. Tyson and Chair Madsen are spending three days in Tehama County making presentations and meeting prospective shippers. Mr. Tyson noted that it is uplifting to make presentations and meet people in Tehama County because there is a real can-do attitude shown by the public and the businesses. Mr. Tyson noted the hugely productive LBA exhibit at the Redwood Region Logging Conference and suggested that Mr. Martin was looking into similar events in Tehama County. Mr. Tyson reiterated that the purpose of LBA is to plow the ground so that elected officials can be comfortable having a public dialogue and that the private sector has now taken notice and are willing to hear about the proposed study.

Bill Goodwin noted that Jason Randacore of the Governor's Office of Business Development was at this meeting and that it was important to get the State to provide some seed dollars to get the federal agencies interested. Mr. Goodwin complimented the UpState RailConnect Committee and Land Bridge Alliance process and noted how quickly it has grown.

Chair Madsen agreed that LBA is now acting as intended and this week, thanks to Bob Martin, LBA is growing with Mr. Martin getting three new LBA members in Tehama County.

7. Discussion on the Draft Scope of Work

No additional changes to the Scope of Work were made. The draft Scope of Work continues to stand as follows:

- Identification of a proposed route and alternatives
- Identification of land ownerships
- Assessment of economic benefit of a connection to the national rail system
 - Assessment of market potential
 - Assessment of community and socioeconomic benefits along the proposed route
 - Assessment of impact to ports
- A conceptual development plan that will include:
 - Ownership/governance of the rail line
 - Prelim engineering
 - Highway/port connectors/potential stops/spurs along the route
 - Outline of national security issues
 - Additional uses of the corridor (fiber optic, trail, water, passenger, etc)
 - Estimated permitting needs
 - Estimated environmental issues and mitigations
 - Estimated development costs and timelines

Richard Marks noted that the Harbor District recently hired a consultant to do a study of the route and actually flew the route. Since the UpState RailConnect Committee has not started the feasibility study and thus not defined a "route" Mr. Marks was asked as to what "route" they were analyzing and flew over. Mr. Marks was not sure but thought it was the lines on the Upstate RailConnect Committee conceptual graphic. It was noted that the Harbor District's consultants are economic consultants and not engineers. It was also noted that Upstate RailConnect Committee staff had offered on two occasions to work with the Harbor District's consultant to help coordinate their study with the RailConnect Committee study, but were never asked.

8. Discussion on Potential and Scheduled Presentations and Events

David Tyson noted that Bob Martin and Supervisor Chamblin have done a great job of scheduling meetings this week in Tehama County. Bill Goodwin noted that it is good to have Mr. Martin as a private sector representative on LBA to be able to approach other private sector businesses and thanked Mr. Martin for being a part of the effort.

Supervisor Fenley noted that after research, he believes that the places in Trinity County to focus efforts with presentations are in Weaverville and Hayfork. Supervisor Fenley also noted that he is helping to coordinate with a group called the Forest Cooperative and with USDA.

Nick Angeloff reported that he will be providing the Rolling Hills tribe with a packet of feasibility study information at the conclusion of this meeting.

Alison O'Sullivan stated that she will work to set up some targeted presentations in Butte and Glenn Counties.

Chair Madsen reinforced David Tyson's previous statements regarding ongoing efforts and presentations in Humboldt County.

9. Reports:

- a. **Staff:** Nothing more to report
- b. **Humboldt/Eureka:** Eureka Councilmember Brady noted that she was filling in for Councilmember Newman and relayed a story from a Humboldt county flower grower that detailed large cost savings to their company if an active rail were connected to Humboldt county. Councilmember Brady also suggested that the UpState RailConnect Committee might work to get some information on what would ship in and out of Humboldt County.
- c. **Trinity:** Nothing more to report
- d. **Tehama:** Nothing more to report
- e. **Upstate California Economic Development Council:** Nothing more to report
- f. **Northern California Tribal Chairmen's Association:** Nothing more to report

- g. **Jason Randacore** stated that the Governor's Office of Business Development has been monitoring the Alternative Rail Route Feasibility Study effort pretty much since the beginning and has been focusing on getting Humboldt Bay's harbor up to speed with the rest of California's deep water ports.

10. Task Assignments/Items for the Next Agenda: The Committee agreed the following items should be discussed at the next meeting:

- a. Discussion on the inclusion of technical advisory committees
- b. Discussion on private side funding and how to deal with proprietary interests and how the private sector can utilize the UpState RailConnect Committee process.

11. Next Meeting: It was decided that the next meeting will be held in Humboldt County. The Committee suggested that it would be good for Committee members to be able to see Humboldt Bay's harbor area. It was agreed that the next meeting would be Wednesday, June 26, 2013.

12. Meeting adjourned: 11:17 AM

Approved:



Lance Madsen, Chair

UpState RailConnect Committee

Dedicated to Completion of the Alternative Rail Route Feasibility Study

**June 26, 2013
Minutes**

Wharfinger Building, 1 Marina Way, Eureka, CA

1. Introductions

Committee Members Present: City of Eureka Councilmember Lance Madsen and Councilmember Mike Newman; Tehama County Supervisor Steve Chamblin and CAO Bill Goodwin; Trinity County Supervisor John Fenley and CAO Wendy Tyler; Upstate California Economic Development Council General Manager Alison O'Sullivan; Northern California Tribal Chairmen's Association representative Nick Angeloff; Humboldt County Supervisor Rex Bohn and Representative David Tyson.

Committee Members Absent: County of Trinity Supervisor Debra Chapman; Upstate California Economic Development Council Board President Brynda Stranix.

Staff: David Hull

Public: John Murray; Hank Sims; Judy Harrison; Richard Marks, Mike Wilson; Maggie Herbelin; Phillip Smith-Hanes; Marian Brady; Jen Kalt; Kent Sawatzky; Marian Brady; Tim Petrusha; Larry Glass; Monte Provolt; Debbie Provolt.

2. Public Comment

John Murray, Former CAO and Engineer for the County of Humboldt stated that the Upstate RailConnect Committee is way out in front of itself. He stated that he has done his own study and based upon his brother's analysis, an East-West rail is not viable.

Monte Provolt of the East-West Rail Advocates stated that there are groups in Humboldt County that are for the rail feasibility study and those that are against it. He stated that those that are against it quote numbers from unfinished studies. Figures can be manipulated and what he is looking for is a good, open-eyed feasibility study.

Kent Sawatzky noted that he felt it was appropriate to either use public or private funding to pay for the Alternative Rail Route Feasibility Study.

Sid Berg, Secretary/Treasurer of the Building Trades Council welcomed the UpState RailConnect Committee to Eureka. He stated that he has heard a lot of talk about public funding and that he thinks public funding allows for a more credible study. He also wanted to put into perspective that John Murray has been working on railbanking existing rail lines and on trails within the rail corridor.

Mike Wilson, President of the Board of Commissioners of the Humboldt bay harbor, Recreation and Conservation District stated that there has been a draft rail report was recently received by the Harbor District but noted that it had not been reviewed by the Harbor District Board.

3. Review of Agenda

Motion by Fenley, Seconded by Newman to approve the June 26, 2013 agenda. Motion carried unanimously.

4. Approval of minutes from May 15, 2013 meeting

Tyson moved for approval of the May 15, 2013 minutes; Seconded by Goodwin. Motion passed with members Newman abstaining because they were not present at the May 15, 2013 meeting.

5. Discussion on Potential Funding Sources

a. Public Sources: David Hull described the list and progress made on exploring public sources of feasibility study funding as follows:

- **CalTrans Transportation Planning Grants** – David Hull reported that he submitted a 2013/14 CalTrans Community Based Transportation Planning grant application prior to the April 2, 2013 deadline. Per UpState RailConnect Committee's request, the City of Eureka is the grant Applicant with the Upstate California Economic Development Council as Sub-Applicant thereby representing the entire potential rail corridor. It was reported that CalTrans staff indicated a decision on the grant would be made in August 2013 with funding to be available in February 2014.

b. Private Sources:

- **Land Bridge Alliance Update: David Tyson**, Chair of the Land Bridge Alliance (LBA), noted that LBA members have been busy with many educational presentations. During the past month LBA officials met with businesses, government agencies and individuals throughout Tehama County. The meetings were deemed very successful with overwhelming support from the attendees. LBA also has worked to garner private interest in funding the feasibility study.

6. Discussion on Potential and Scheduled Presentations and Events

David Hull noted that after today's UpState RailConnect Committee meeting, Bob Martin, Tehama County representative of the Land Bridge Alliance, will be making a presentation at the Humboldt Bay Harbor Working Group luncheon. Mr. Martin will discuss the economics of the Sacramento Valley and potential rail shipping opportunities. Following the luncheon, the Land Bridge Alliance has scheduled a harbor tour aboard the historic *Madaket*. David Tyson noted that LBA representatives also have several Rotary presentations scheduled in the upcoming weeks.

Supervisor Fenley noted that he is still working with the citizens of Southern Trinity county to arrange for a presentation.

Nick Angeloff reported that he is continuing to provide the Rolling Hills tribe with information related to the feasibility study.

Bill Goodwin thanked the LBA group that came to Tehama County to make presentations because it has really made a positive difference.

Alison O'Sullivan stated that her group presently represents a 14 county area and that she is working to schedule presentations with many of those that have not heard a presentation.

7. Discussion on the Draft Scope of Work

David Hull noted that the only change to the proposed scope of work was the addition of "potential funding sources". No additional changes to the Scope of Work were made. The draft Scope of Work now stands as follows:

- Identification of a proposed route and alternatives
- Identification of land ownerships
- Assessment of economic benefit of a connection to the national rail system
 - Assessment of market potential
 - Assessment of community and socioeconomic benefits along the proposed route
 - Assessment of impact to ports
- A conceptual development plan that will include:
 - Ownership/governance of the rail line
 - Prelim engineering
 - Highway/port connectors/potential stops/spurs along the route
 - Outline of national security issues
 - Additional uses of the corridor (fiber optic, trail, water, passenger, etc)
 - Estimated permitting needs
 - Estimated environmental issues and mitigations
 - Estimated development costs, timelines and **potential funding sources**

Mike Wilson noted that it was laudable to include everything in the scope, but that he suggested that the Committee rank parts of the study so that a variety of funding sources may be used. He also suggested that the scope include a review of work already done and that the Harbor District's rail study provides answers on the physics of trains.

John Murray noted a typo in the proposed scope and expressed his concern over the Forest Service.

Monte Provolt stated that historically a lot of work has been done on various east-west routes of 2% or less grade and that information should be considered in the Alternative Rail Route Feasibility Study.

Jennifer Kalt had questions regarding the openness of the RailConnect Committee meetings and their transparency. She also noted that she had difficulty finding information regarding the activities of the Committee. Bill Goodwin stated that the Committee has worked hard to be transparent by posting agendas at various member offices and putting information on the City of Eureka's website. It was noted that the City of Eureka has hosted information regarding the UpState RailConnect Committee for several months and the information can be accessed from a button on their homepage (www.ci.eureka.ca.gov) called the Alternative Rail Route Study. The committee agreed to have the web link placed on all agendas to assist those in keeping up with Committee activities.

8. Technical Advisory Committee Discussion

This item was suggested at the June 26, 2013 meeting. David Hull recounted the UpState RailConnect Committee history on this subject goes back to the Committee's organizational meeting of November 14, 2012. At that meeting, the Committee outlined methods to handle requests for additional committee members that included:

1. The other agencies feeding input through a member agency
2. Entering input through public comment
3. Feeding input to the Committee through the Land Bridge Alliance.

For technical support, the Committee decided in November 2012, that other agencies could function as a "Technical Advisory Committee". Others were envisioned to be technical advisors on an as-needed basis.

After some discussion, Chair Madsen suggested that technical needs of the Committee be handled on an as-needed basis. Mike Newman and Bill Goodwin agreed stating that they did

not see an immediate need for a standing Technical Advisory Committee. No Committee member dissented from this approach.

Richard Marks stated that he was shocked by the decision and was prepared to be seated as a member of the committee. He thought he had more to offer than to be available on an as-needed basis.

Mike Wilson suggested Jack Crider, CEO of the Harbor District, has experience in short line rail and that the UpState RailConnect Committee could take advantage of that and offered some Harbor District funding to help coordinate with the Harbor Districts rail study.

Kent Sawatzky thought it was fantastic if the Harbor District has funds to help coordinate as he thought he had heard otherwise. He stated that he thought technical support on an as-needed basis was appropriate.

9. Private Funding Process Discussion

It was explained that this agenda item originated at the UpState RailConnect Committee meeting of May 15, 2013 where Committee members expressed a desire to discuss in more detail what the mechanism(s) might be to accept and handle potential private funding of all or part of the Alternative Rail Route Feasibility Study. At the January meeting of the UpState RailConnect Committee, a flow chart was presented as an overall outline of how private donations might be handled. The flow chart provided an overview but did not provide specific details of the use of private funds. The general narrative that has been applied to the use of private funding has been described as having three general alternatives, namely:

1. Private funders do all or part of the feasibility study on their own with no involvement from the UpState RailConnect Committee
2. Private funders essentially "donate" their money to the Land Bridge Alliance to be used in the public UpState RailConnect Committee process with no strings
3. A hybrid of the above two options.

While the first two options are straightforward, the "hybrid" is where questions have been raised and where the Upstate RailConnect Committee needs to provide direction.

As has also been discussed at previous meetings, the Land Bridge Alliance has been active in soliciting private donations with some success and has generated even more significant funding leads. Before these leads are pursued much further, it is important for the UpState RailConnect Committee to have a discussion and agree on how private funds can be applied to the Alternative Rail Route Feasibility Study.

With that as a background, David Hull led the Committee through three funding scenarios in an attempt to define the Committee's approach to private funding of the Alternative Rail Route Feasibility study.

Scenario 1

A private investor desires to fund all or part of the Alternative Rail Route Study. The private investor wants to keep their information proprietary and has little or no interaction with the UpState RailConnect Committee.

1. What is the UpState RailConnect Committee's reaction and role in this scenario?

Bill Goodwin noted that the Committee may not even know if a private study was going on, so there be no interaction. Rex Bohn stated that the private sector has a long history of doing projects on their own in the Humboldt Bay area. David Tyson followed stating that if the private sector wants to go on their own and not use the Committee process, then the Committee's role is really that of a cheerleader. Mike Newman suggested that if the private sector wants to use the Committee process, then the Committee should consider developing conditions regarding the use of the information. Nick Angeloff agreed that the private investor is free to pursue the study as they see fit, but noted that once they are in the public process, the Committee role is to assist in facilitating that process.

Monte Provolt stated that studies will not build the rail, but will take political will and that is the role of the UpState RailConnect Committee.

Dick Reese stated that any private investor will look to the public to pay for a railroad and suggested the Committee should ask many questions as to what is their approach and if they are hiding anything.

Chair Madsen summarized the Committee response to Scenario 1 that the UpState RailConnect Committee will encourage and embrace private investors that want to do a private study. There was no dissent from the members that this was the Committee's role.

Scenario 2

A private investor wants to donate funds to Land Bridge Alliance to pay for the Alternative Rail Route Feasibility Study or certain components with no strings attached. The information generated is public and the consultant selection and study oversight is intended to be provided by the multi-agency UpState RailConnect Committee.

1. What is UpState RailConnect Committee's reaction and role in this scenario?
2. If Land Bridge Alliance accepts the funds, what is the instrument that binds the Land Bridge Alliance to the UpState RailConnect Committee to guarantee the Committee's role in the study?

Bill Goodwin noted that this scenario that was originally envisioned by the Committee. He said that this scenario would have the most credibility in a perfect world. Mike Newman Stated that the Committee would want the Land Bridge Alliance to be as transparent as possible. Alison O'Sullivan stated that this is what the Land Bridge Alliance was formed to do.

Mike Wilson stated that he feels there is a perceived lack of transparency with the Land Bridge Alliance.

Scenario 3

A private investor wants to fund a part of the Alternative Rail Route Feasibility Study and wants to keep that part of the information proprietary.

1. What is UpState RailConnect Committees reaction and role in this scenario?
2. What, if any, requirements would the UpState RailConnect Committee ask the private investor to agree too?

Bill Goodwin stated that the route information should be as transparent as possible and that if the private sector was shipping widgets then that information was okay to keep proprietary. Mike Newman agreed stating that private marketing information could be proprietary. Wendy Tyler stated that she thought everything but the market potential should be public. Rex Bohn stated that we don't have the economic luxury of shutting the door on anything before it is vetted.

David Tyson stated that from the beginning of the Committee there has been a lot of discussion on transparency. If a developer wants to use the Committee process, then they will need to be open and transparent, otherwise they are free to do their own study.

Monte Provolt said that there are two sides to this – those that don't want the study and those that do. He suggested that having the study be as public as possible should help alleviate the fears of those that have concerns.

Kent Sawatzky noted that he is a private investor and that if a private investor invests in a project then the Committee should welcome the developers and respect their propriety. If the investors have to go the all-transparent route then investors may go around the Committee process which would not be good.

Bill Goodwin suggested that transparency could be limited to the main line and not spurs.

Les Behall of Humboldt Baykeepers asked about what kind of incentives the public offer investors.

Mike Wilson stated that no matter what infrastructure that will go through public lands and will ask a lot from the public and transparency is important all the way through the process.

10. Reports:

- a. **Staff:** Nothing more to report
- b. **Humboldt/Eureka:** Humboldt County Supervisor Bohn thanked the UpState RailConnect Committee for coming to Humboldt County for the meeting and hoped that they enjoyed the rainy weather.
- c. **Trinity:** Nothing more to report
- d. **Tehama:** Nothing more to report
- e. **Upstate California Economic Development Council:** Nothing more to report
- f. **Northern California Tribal Chairmen's Association:** Nothing more to report

11. Task Assignments/Items for the Next Agenda:

The Committee agreed the following items should be discussed at the next meeting:

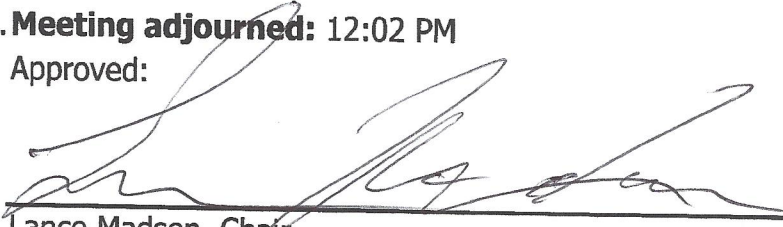
- a. Add Eureka website address for the Alternative Rail Route Feasibility Study information to future agendas

12. Next Meeting:

It was decided that the next meeting will be held in Trinity County on August 21, 2013. It was also decided that a telephonic "touch-base" meeting should be heard toward the end of July.

13. Meeting adjourned: 12:02 PM

Approved:



Lance Madsen, Chair